



# JANEVALE BRIDGE

## OVER THE LODDON RIVER

## A LONG HISTORY SERVING THE GOLDFIELDS

There was a timber bridge on the site, opened in 1872. This bridge was washed away in 1909 when widespread flooding breached the Laanecoorie Weir approximately 500 metres upstream of the bridge. The Shire Engineer prepared a design for a replacement timber bridge; however he also consulted with John Monash about the cost of a reinforced concrete bridge.

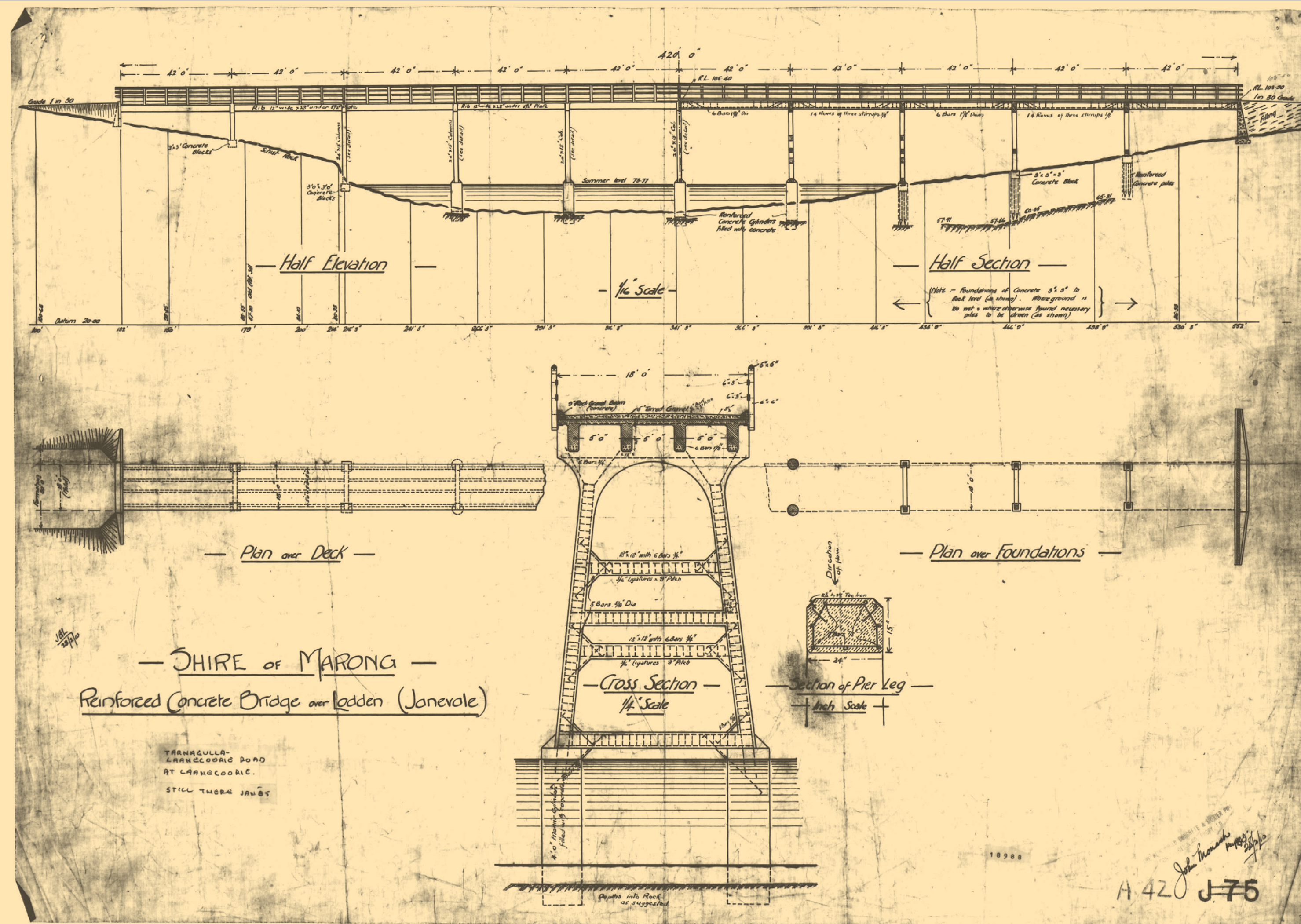
Monash was anxious to obtain orders for concrete bridges following the floods and reported to potential customers that no damage had occurred to the 40 Monash-built concrete bridges subject to the floods.

Local people had to make a 10 km detour to get around the bridge site until the new bridge was opened for traffic on 9 August 1911.

The construction of such a grand structure at this location probably reflects the great wealth in the area created by gold.



*Janevale Bridge being load tested by a traction engine in July 1911. Photo: Courtesy of the University of Melbourne Archives*



*Original drawing of the bridge signed by John Monash and dated "28/2/10". Image: Courtesy of VicRoads*

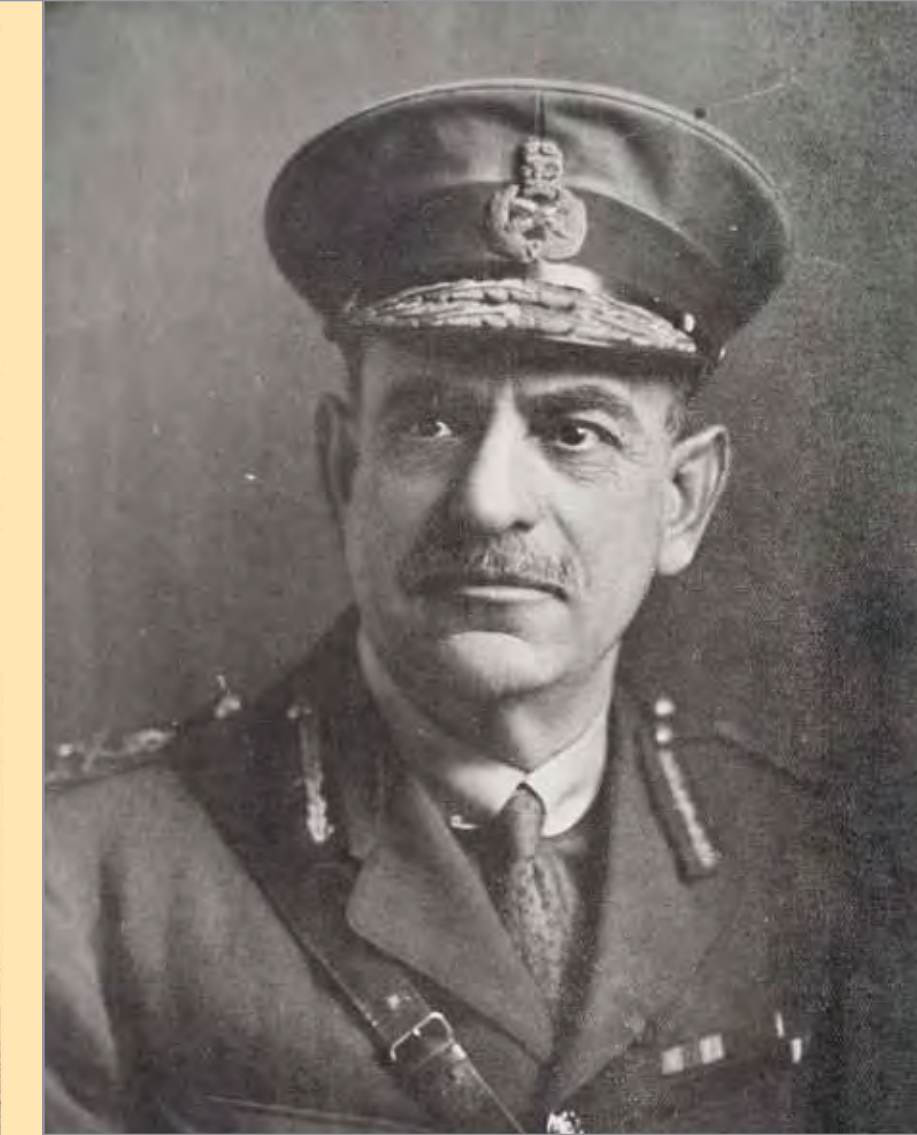
## JANEVALE BRIDGE: A CONCRETE PIONEER

Bridging the Loddon River, this is the longest concrete bridge designed by John (later Sir John) Monash's Reinforced Concrete & Monier Pipe Construction Company. The Council had called tenders and had received offers for timber and reinforced concrete designs. It accepted the Monash offer for a reinforced concrete bridge on 12 March 1910; work commenced in October and the bridge was tested satisfactorily in July 1911.

The bridge consists of 10 spans of 12.8 metres (42 feet) each and the width between the handrails is 5.49 metres (18 feet). The deck consists of four "T" shaped beams supporting a concrete slab deck.

In the 1930s the Country Roads Board strengthened the bridge and in 1986 VicRoads gave it a major facelift.

The bridge gives an appearance of slenderness and lightness not always associated with concrete structures.



*Sir John Monash. Photo: Courtesy of the University of Melbourne Archives*

## THE ROLE OF SIR JOHN MONASH (1865 - 1931)

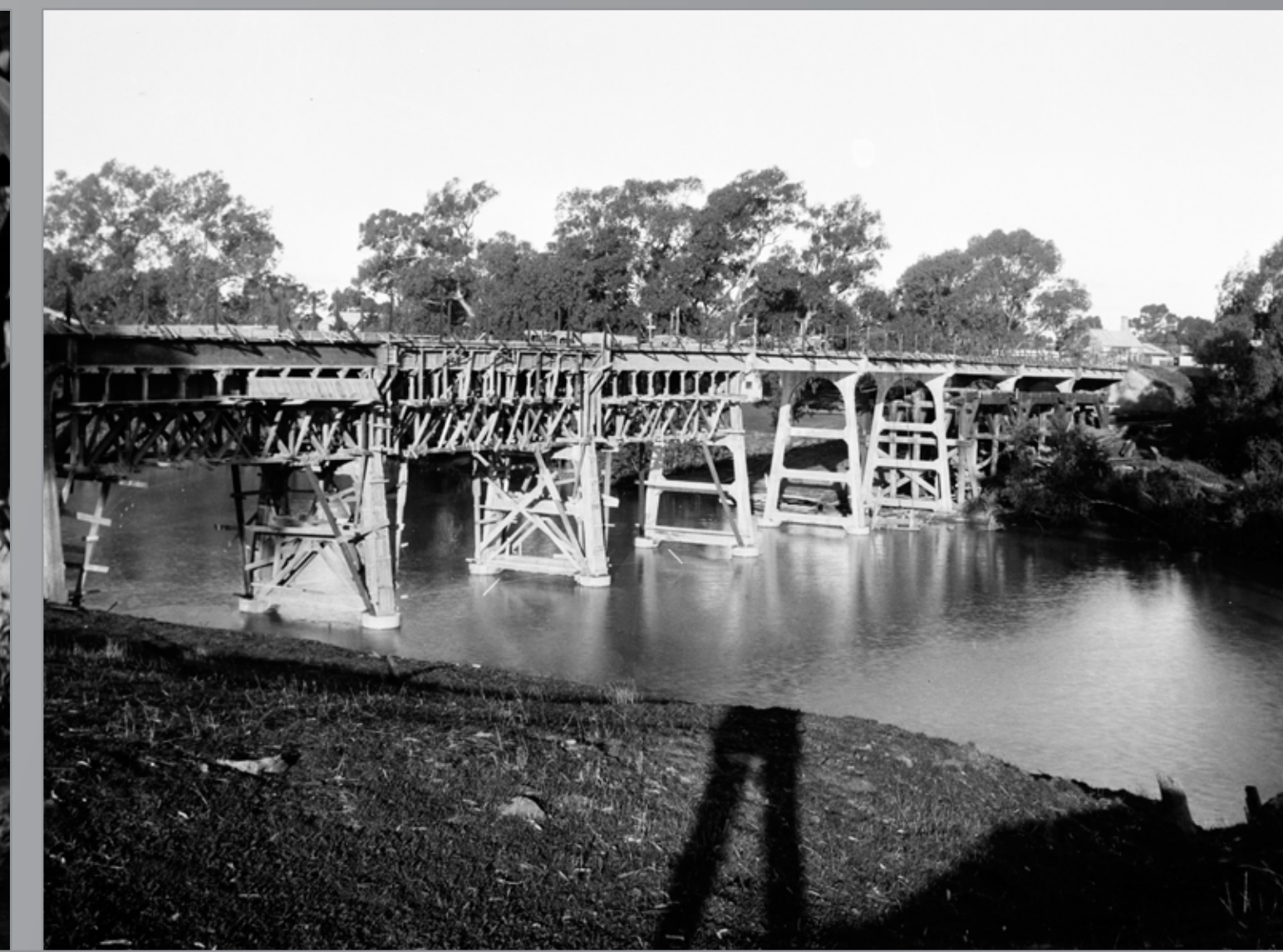
During his early career John Monash worked for several organisations and later ran his own consulting practice as a Civil Engineer.

In 1905 he started the successful Reinforced Concrete & Monier Pipe Construction Company with two partners, David Mitchell and John Gibson. This company pioneered the use of reinforced concrete construction in Victoria.

Following a brilliant military career in World War I he became Chairman of the State Electricity Commission of Victoria and led the effort to use Latrobe Valley brown coal to generate electricity.



*The bridge during construction - trestles being built. Photo: Courtesy of the University of Melbourne Archives*



*The bridge during construction - work on the deck is almost complete. Photo: Courtesy of the University of Melbourne Archives*

The Janevale Bridge is named after the pastoral property on the western bank of the Loddon River

Engineering Heritage Australia has recognised the Janevale Bridge with its Engineering Heritage Marker award. Representatives of Loddon Shire Council and Engineers Australia unveiled the marker on 9 August 2011.

